

## INTRODUCTION

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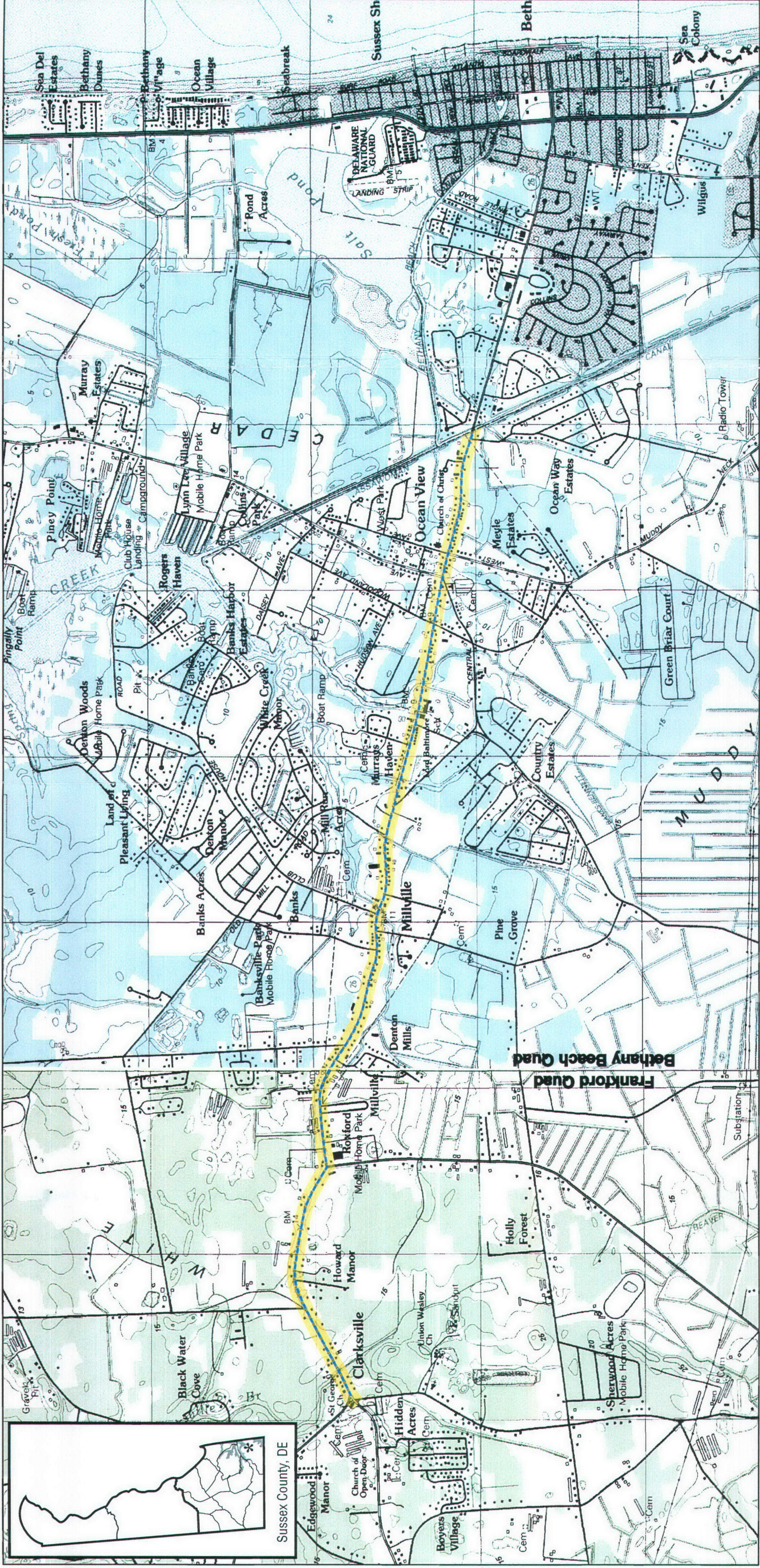
The following Historic Structures Survey/Determination of Eligibility Report presents a discussion of the results of a cultural resource survey conducted as part of the S.R. 26 Planning Study in Spring 2002, updated in July 2003, and revised in December 2003. The western terminus of the proposed project area lies at the junction of Route 26 and Omar and Powell Farm Roads; the eastern terminus of the proposed project area lies approximately one (1) mile west of Bethany Beach in Baltimore Hundred, Sussex County, Delaware (*See Figure 1*).

### **Project Description**

The S.R. 26 Mainline project consists of approximately 3.79 miles of roadway reconstruction from the town of Clarksville to the Assawoman Canal. The typical section of the roadway currently consists of one lane in each direction with a varying shoulder width. The proposed typical section of S.R. 26 will have 11-foot lanes with 5-foot shoulders/bicycle lanes. The typical section will consist of open drainage in all areas west of Old Mill Road. In the commercialized area east of Old Mill Road, S.R. 26 will have a sidewalk and curb, and, therefore, a closed drainage system. The sidewalk and curb will be separated by a 3-foot grass buffer area, which will be used to house utility poles.

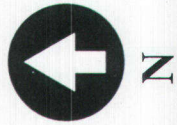
Improvements are proposed for the intersections with Powell Farm Road, West Avenue, Central Avenue and Woodland Avenue. The intersection of S.R. 26/Omar Road/Powell Farm Road will be realigned to create a through-movement on S.R. 26. The realignment will make the confusing intersection more driver-friendly with fewer conflict points. Additional turn lanes will be added to the intersection of Route 26 and Woodland Avenue. The Central Avenue intersection will be realigned and additional turn lanes will be added. The realignment will create a smoother through-movement for northbound and southbound drivers. A traffic signal and auxiliary turn lanes will be added to the intersection of S.R. 26 and West Avenue. Bypass lanes will be added to all unsignalized intersections with state-maintained roads. The 5-foot shoulder/bike lane will be maintained through all intersections, including those with additional left-turn, right-turn, or bypass lanes. Furthermore, this project is aimed at properly delineating the many wide-open, unnecessary, and unsafe commercial access points; thus, making the road safer for bicyclists, pedestrians and drivers.





APE

Proposed Road Work



0 1000 2000 Feet

AREA OF POTENTIAL EFFECT (APE)  
U.S.G.S. 7.5 Minute Series  
Bethany Beach, DE and Frankford, DE Quadrangles  
1984 - Photorevised 1991  
S.R. 26 Planning Study  
Sussex County, Delaware

Figure 1



## **Environmental Setting**

The S.R. 26 Planning Study project area is located in Baltimore Hundred in southeastern Sussex County, Delaware. The project area falls within the Coastal Bay physiographic zone of Delaware's Lower Coastal Plain. Situated south and east of Indian River and Assawoman Bay, respectively, the project area stretches across a gently rolling to nearly level plain. From west to east, the project area crosses Champlin, White, and Cedar Necks.

Most of the undeveloped land within the project area consists of the peripheries of lawn and yard areas of assorted residential and commercial properties that flank both sides of S.R. 26. Other landscapes along the project corridor include several cemeteries as well as an occasional wooded lot or agricultural field.

The roadside edges of a few wetland settings are also present within the project area. While most of the natural waterways in the general region have been drastically altered by re-routing and ditching conducted as part of past land improvement activities, a few seemingly natural courses can still be found in the vicinity of the project area. At the west end of the project area, Clarksville Brook, a tributary of Blackwater Creek crosses S.R. 26 just east of Clarksville. Toward the middle portion of the project area, three streams associated with White Creek cross S.R. 26. According to various topographic mapping, it appears that streams associated with White Creek have been subjected to ditching.

Soils within the project area are of the Evesboro-Rumford association and consist of assorted sands and sandy loams (USDA and DAES 1974). Generally, soils in this association are considered to be excessively drained to somewhat excessively-drained. Most of the soils found within the project area are either greyish-brown sand/sandy loams from the Evesboro soil series (EvA) or yellowish-brown sands/sandy loams of the Rumford (RuA) series, the two predominant types of the Evesboro-Rumford association. In some places, the project area also includes some of the lesser soil types of the Evesboro-Rumford association such as Fallsington (Fa) and Klej (Kl) as well as small pockets of Woodstown (Wo) soils, all of which are considered to be less well-drained than Evesboro and Rumford soils. While Woodstown soils are considered to be moderately well-drained, both Fallsington and Klej soils are characterized as poorly-to moderately drained (USDA and DAES 1974).

## **Purpose of Cultural Resource Survey**

Based on the results of a preliminary cultural resource sensitivity assessment conducted as part of project scoping efforts by McCormick, Taylor and Associates, Inc., it was concluded that the S.R. 26 Area of Potential Effect (APE) had the potential for containing both historic architectural and archaeological resources. Consequently, a cultural resource field survey was conducted for the project area in Spring 2002; a Cultural Resources Management Summary was prepared for the S.R. 26 Planning Study initially in June 2002. Revisions were made to this Cultural Resource Management Summary in August and September 2002. A Historic Resources Survey/Determination of Eligibility Report was prepared in July 2003, with revisions to that report in December 2003.

The primary goal of the cultural resource survey was to locate, identify, and provide preliminary evaluations of cultural resources, both historic architectural and archaeological, that may be eligible for the National Register of Historic Places (NRHP) and that may be affected by the proposed S.R. 26 project. Additionally, this survey was conducted with the intent to provide a comprehensive cultural resource assessment of the project area that would assist the Delaware Department of Transportation (DelDOT) in future planning activities.

Pursuant to 36 CFR 800.4(a)(1), in conjunction with representatives from the DelDOT and the Delaware State Historic Preservation Office (DESHPO), the project's Area of Potential Effect (APE) was established based on the current design scheme. For historic resources, the APE included all above-ground resources within visual and audible range of the proposed project. All buildings and structures on the property that borders any project activities were considered to be within the APE. For the purposes of the archaeological survey, the APE was determined to consist of lands within the Proposed Right-of-Way where proposed work would result in a disturbance of existing lands surfaces.

The cultural resource survey of the S.R. 26 Planning Study was conducted in Spring 2002 by McCormick, Taylor and Associates, Inc. for the DelDOT and the Federal Highway Administration (FHWA) in compliance with the mandates of Section 106 of the National Historic Preservation Act of 1966, Section 106 and Section 110, as amended; Implementing regulations 36 CFR Part 800; the Federal Highway Act of 1966, as amended; Section 1019(b)(4) of the National Environmental Policy Act (NEPA) of 1969, and Section 1(3) and 2(b) of Executive Order 11593. The cultural resource survey was undertaken in consultation with the DelDOT and DESHPO and performed in accordance with the protocols established by the DelDOT, the DESHPO *Guidelines for Architectural and Archaeological Surveys* (1993), and the Secretary of the Interior's Standards and Guidelines. The DelDOT and the FHWA provided funding for the cultural resource survey.

## **Project Area Photographs**

The following color photographs (*See Photographs 1-10*) were taken in Fall 2000 within the S.R. 26 Area of Potential Effect (APE) along the existing Route 26. These photographs give an overall view of the area and illustrate the general character of Route 26 from Clarksville to Ocean View. Since the entire corridor along Route 26 is developing so quickly from seasonal shore pressures, some of the buildings in the photographs taken in 2000 were no longer extant when field survey was undertaken in Spring 2002 and July 2003.



Photograph 1: Route 26, looking southeast at the western end of the APE in Clarksville, near Omar and Powell Farm Roads. S-2485 is the yellow dwelling seen in the left-center of photo.



Photograph 2: Route 26, looking east in Clarksville, east of Powell Farm and Omar Road. S-2425 is the left background, S-2484 is located to the extreme right edge of the photo.





Photograph 3: Route 26, at Railway Road, looking southeast, near Millville. S-9749 and S-9750 are seen in the background.



Photograph 4: Route 26, near Windmill Road, looking east/southeast, near Millville, at S-9747 & S-9746. Note how close the dwellings are situated to Route 26.





Photograph 5: Route 26, near Windmill Road, looking northeast, near Millville. S-9755 is seen in the center of the photo.



Photograph 6: Route 26, near Ocean View, looking east/southeast near Woodland Avenue at S-9722. Note infill seen around residence.





Photograph 7: Route 26, near Ocean View, looking southeast at S-9724 (blue dwelling).



Photograph 8: Route 26, near Woodland Avenue, looking southeast at S-9722 in Ocean View.





Photograph 9: Route 26, Ocean View, looking west at Lord Baltimore Elementary School (S-9133.001 & S-9133.002).



Photograph 10: Route 26, Ocean View, looking west near Central Avenue. Mariners Bethel United Methodist Church (the c. 1859 portion of the church) has been demolished.